

IN THE CLAIMS:

1(Currently Amended). A throttle control mechanism for an engine driven pump, said pump having a fluid intake port and a fluid discharge port, said throttle control mechanism comprising:

a) an elongate cylinder having a first open end and a second closed end, said first end closed and fluidly sealed by an end block,

b) a fluid chamber within said end block, said fluid chamber in fluid communication with said cylinder,

c) a sliding piston within said cylinder, said piston including an axially extending throttle activation rod extending through said end block, said throttle activation rod connected to the throttle of said engine whereby movement of said piston, within said cylinder, causes movement of said throttle activation rod and said engine throttle,

d) sealing means between said piston and said cylinder,

e) biasing means between said piston and said closed end of said cylinder whereby said piston is biased against said end block,

f) a first fluid communicating conduit between said fluid chamber, within said end block, and the discharge port of said pump,

g) said first fluid communicating conduit having a pressure relief valve therein whereby fluid will flow from said pump discharge port to said fluid chamber within said end block, when the fluid pressure within said pump discharge port exceeds a predetermined pressure,

h) a second fluid communicating conduit fluidly communicating with said first fluid communicating conduit between said relief valve and said fluid chamber within said end block, said second fluid communicating conduit fluidly communicating between said first fluid communicating conduit and the atmosphere,

i) a fluid restricting orifice within said second fluid communicating conduit whereby said orifice creates a reduced fluid pressure within said first and second fluid communicating conduits and said fluid chamber, within said end block, as fluid passes therethrough.

2(Currently Amended). The throttle control mechanism as claimed in claim 1 including:

a) an electrically operated three way exhaust valve positioned, within said second fluid communicating conduit, between said orifice and said first fluid communicating conduit, said exhaust valve having one fluid inlet port and a first and second exhaust port, said first exhaust port normally open and fluidly communicating with said orifice, said second exhaust port normally closed and having means for opening said port upon demand,

~~b) said second exhaust port, normally in its closed and having means for opening said port upon demand,~~

e) b) a pressure sensing device for sensing fluid pressure within said second fluid communicating conduit, between said first fluid communicating conduit and said three way exhaust valve, whereby upon sensing a predetermined fluid pressure within said second fluid communication conduit said pressure sensing device opens said second exhaust port of said three way exhaust valve.

3 (Original). The throttle control mechanism as claimed in claim 1 including a fluid damping reservoir in fluid communication with said cylinder.

4-12 (Canceled).

13 (New). A throttle control mechanism for an engine driven pump, said pump having an intake port and a discharge port, said throttle control mechanism comprising:

a movable member, a liquid receiving chamber adjacent the movable member, a liquid input and a liquid output, the liquid input in communication with liquid discharged from the discharge port, the movable member operatively connected with a throttle activation rod and biased to place the throttle activation rod into a full throttle position, the throttle control mechanism adapted to respond to liquid pressure applied at the liquid input so that:

a) when the liquid pressure applied at the liquid input reaches a threshold high pressure, liquid communication between the liquid input and liquid receiving chamber and the liquid output is responsively provided;

b) the liquid output responsively releases some liquid to produce a pressure condition in the liquid receiving chamber;

c) the pressure condition overcomes the bias and causes the movable member to move thereby causing the throttle activation rod to move in a throttle speed reducing direction; wherein the pressure condition that causes movement of the moveable member is less than the threshold high pressure.

14 (New). The throttle control mechanism of claim 13 wherein the liquid receiving chamber is at one side of the movable member and the mechanism further includes a damping reservoir in fluid communication with an opposite side of the movable member.

15 (New). The throttle control mechanism of claim 14 wherein the damping reservoir is sealed from communication with the liquid receiving chamber.

16 (New). The throttle control mechanism of claim 15 wherein the movable member comprises a piston within a cylinder.

17 (New). The throttle control mechanism of claim 13 wherein the liquid input comprises a relief valve having a pressure limit set at the threshold high pressure, the liquid output comprises a flow limiting orifice.

18 (New). The throttle control mechanism of claim 13 wherein the moveable member is biased by a spring.

19 (New). A building sprinkler system including the throttle control mechanism of claim 13.

20 (New). A building sprinkler system including the throttle control mechanism of claim 1.